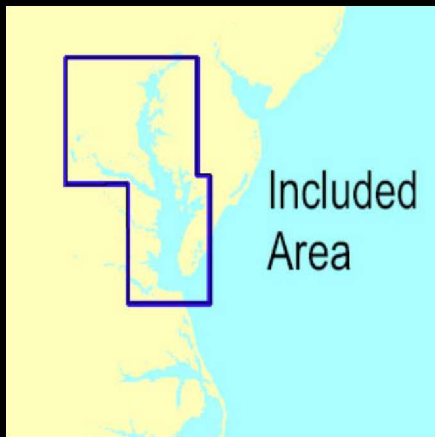


BookletChartTM

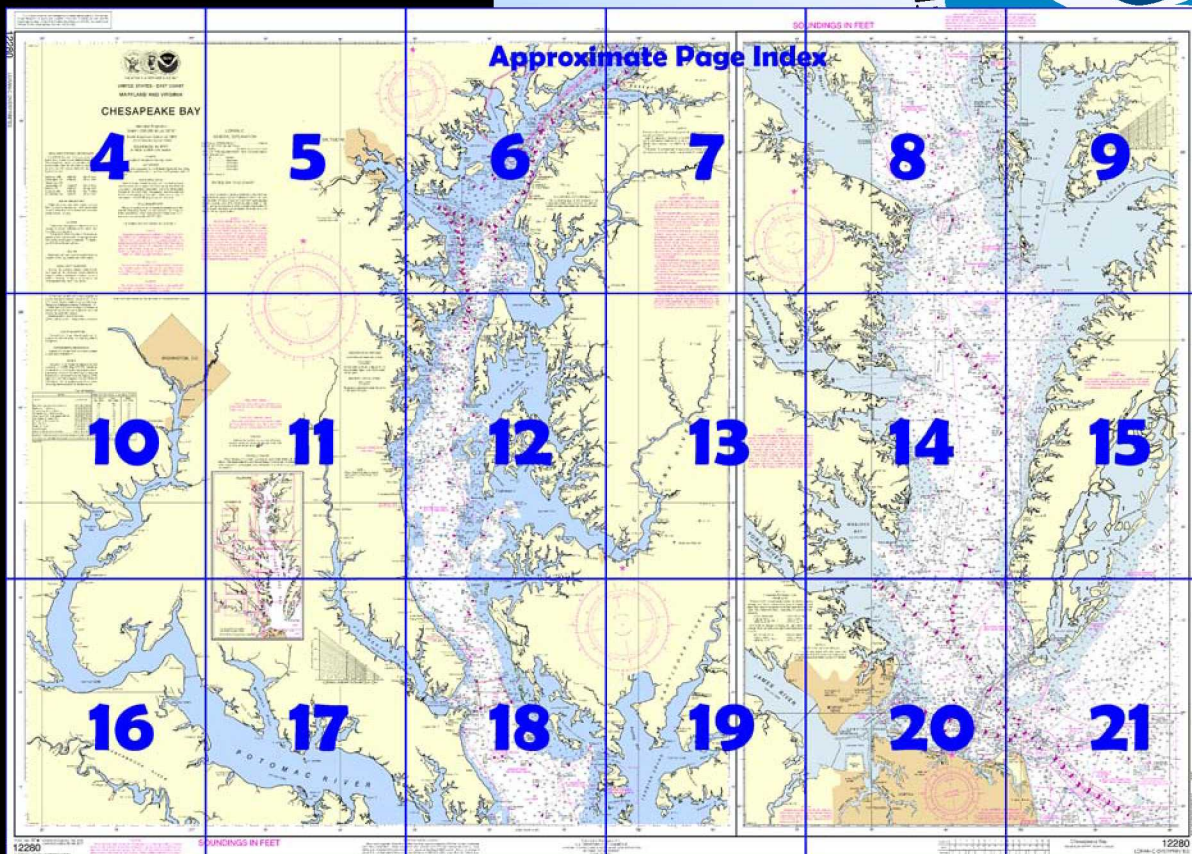
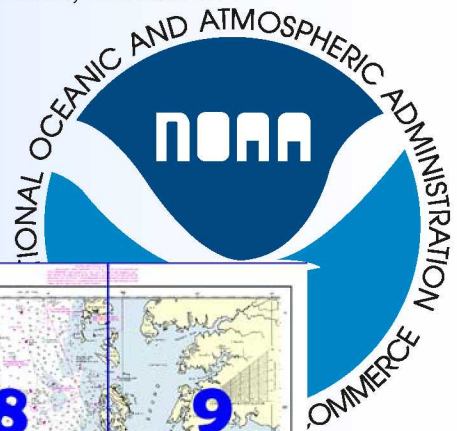
Chesapeake Bay

(NOAA Chart 12280)

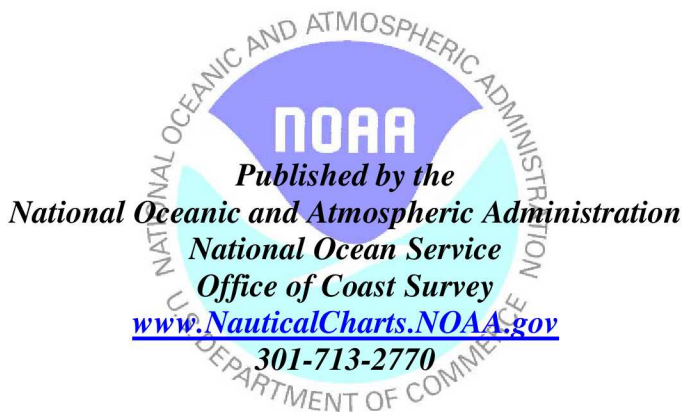


A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

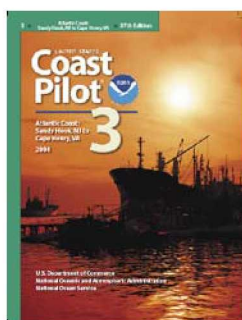
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot, Chapter 9 excerpts]

(9) **Chesapeake Bay**, the largest inland body of water along the Atlantic coast of the United States, is 168 miles long with a greatest width of 23 miles. The bay is the approach to Norfolk, Newport News, Baltimore, and many lesser ports. Deep-draft vessels use the Atlantic entrance, which is 10 miles wide between Fishermans Island and Cape Henry. Medium-draft vessels can enter from Delaware Bay via Chesapeake and Delaware Canal, and light-draft vessels can

enter from Albemarle Sound on the south via the Intracoastal Waterway. (11) Endangered northern right whales may occur in approach channels to the Chesapeake Bay. They are most likely to occur in the area from November through April.

(26) The **Chesapeake Bay Bridge-Tunnel** extends from Cape Charles to a point 6 miles westward of Cape Henry. The 15-mile crossing has

vehicular tunnels under Chesapeake Channel and Thimble Shoal Channel with fixed bridges over Fishermans Inlet and secondary channels. In addition to the channel buoys and lights, daybeacons and fog signals mark the openings at Chesapeake and Thimble Shoal Channels. At night the floodlighted tunnel houses are more prominent than the privately maintained lights marking the channels.

(27) **Caution.**—The Chesapeake Bay Bridge-Tunnel complex has on several occasions suffered damage from vessels. In every case, adverse weather prevailed with accompanying strong winds from the northwest quadrant generally related to a frontal system. Weather deterioration in the lower bay is quite often sudden and violent and constitutes an extreme hazard to vessels operating or anchoring in this area. The proximity of the bridge-tunnel complex to main shipping channels and anchorages adds to the danger. Currents in excess of 3.0 knots can be expected in the area.

(28) Normal precautions dictated by prudent seamanship are expected of all vessels. Mariners transiting this area are, however, urged to be particularly alert in regards to the weather. To assist in this respect, the National Weather Service provides 24-hour weather broadcasting on 162.55 MHz. The local Marine Operator also transmits weather information at 0000, 0600, 1200, and 1800 local time on 2450 kHz and 2538 kHz. Information of a pending weather frontal passage should be met with advance preparations. Engines readied for short notice maneuvering and anchor details alerted are considered minimum prudent precautions.

(43) Pilotage is compulsory for all foreign vessels and for U.S. vessels under register in the foreign trade. Pilotage is optional for U.S. vessels under enrollment in the coastwise trade if they have on board a pilot licensed by the Federal Government to operate in these waters.

[Coast Pilot, Chapter 10 excerpts]

(3) **James River** rises in the Allegheny Mountains near Clifton Forge, Va., and flows 295 miles southeastward to Hampton Roads at Newport News, 21.5 miles by main channel from the Virginia Capes. The head of commercial navigation is at Richmond, 78 miles above the mouth. The river varies in width from 1,000 feet at Richmond to 4.3 miles at the mouth. Traffic consists chiefly of general cargo, chemicals, livestock, tobacco, and paper products.

(10) The currents in James River follow the general direction of the channel, except between Hog Island and Jamestown Island, 25 miles above the mouth, where they set across Goose Hill Flats. In the lower reaches, the velocity of flood is about equal to that of ebb. Near Richmond, the drainage flow predominates and the current seldom, if ever, sets upstream. These normal conditions are subject to change by wind and freshets.

(11) During severe winters some drift **ice** appears, and at times the river freezes over, but navigation to Richmond hardly ever is suspended because the ice is broken up by a tug.

[Coast Pilot, Chapter 12 excerpts]

(3) **Potomac River** flows into the west side of Chesapeake Bay 68.4 miles above the Virginia Capes. The west bank of the river, generally, is the boundary between Virginia on the west and Maryland on the east, and at the head of tidewater on the east bank is the city of Washington, D. C., the Nation's Capital.

(8) The Federal project depth is 24 feet for Potomac River from the mouth to Hains Point. Channel depths of 38 feet or more are available to Ragged Point, 20 miles above the mouth; thence the controlling depth through the dredged cuts is about 18 feet to Hains Point. The channels are maintained at or near project depths.

[Coast Pilot, Chapter 15 excerpts]

(3) Patapsco River forms Baltimore Harbor, and Elk River is the approach to the Chesapeake and Delaware Canal. The other tributaries that empty into this part of the bay are seldom used by vessels drawing more than 12 feet. The shores are mostly wooded in the undeveloped areas and rise to considerable heights in the vicinity of Northeast and Susquehanna Rivers.

Table of Selected Chart Notes

NOTE H
Poplar Island restoration project.
Access channel for construction
use only.

57 PRECAUTIONARY AREA
Vessels should use caution while
transiting this area due to naval operations.

HEIGHTS
Heights in feet above Mean High Water.

CHESAPEAKE BAY BRIDGES
CHESAPEAKE CHANNEL SPANS
HOR CL 1500 FT
VERT CL 182 FT
3 fixed white lights are at the center of
the southern span, over fixed green
range lights.
EASTERN CHANNEL SPANS
HOR CL 690 FT
VERT CL 98 FT
Fixed green range lights mark the center
of the southern span.

Corrected through NM Jun. 13/09
Corrected through LNM Jun. 9/09

49 LOCAL MAGNETIC DISTURBANCE
Differences of as much as 6° from the
normal variation have been observed 3 to
17 nautical miles offshore from Cape Henry to
Currituck Beach Light.

CAUTION
Improved channels shown by broken lines are
subject to shoaling, particularly at the edges.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilots 3 & 4 for important
supplemental information.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for
supplemental information concerning aids to
navigation.

NOTE C
CHESAPEAKE BAY CHANNELS
The controlling depth in the channels in the
Chesapeake Bay are shown on tabulations
printed on large scale charts and are not indicated
hereon.

NOTE C
CHESAPEAKE BAY CHANNELS
The controlling depth in the channels in the
Chesapeake Bay are shown on tabulations
printed on large scale charts and are not indicated
hereon.

CAUTION
Limitations on the use of radio signals as
aids to marine navigation can be found in the
U.S. Coast Guard Light Lists and National
Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial
broadcasting stations are subject to error and
should be used with caution.
Station positions are shown thus:
⊙ (Accurate location) ⊙ (Approximate location)

CAUTION
Temporary changes or defects in aids to
navigation are not indicated on this chart. See
Local Notice to Mariners.
During some winter months or when endan-
gered by ice, certain aids to navigation are
replaced by other types or removed. For details
see U.S. Coast Guard Light List.

SMALL CRAFT WARNINGS
During the boating season small-craft
warnings will be displayed from sunrise to
sunset on Maryland Marine Police Cruisers
while underway in Maryland waters of the
Chesapeake Bay and tributaries.

RADAR REFLECTORS
Radar reflectors have been placed on many
floating aids to navigation. Individual radar
reflector identification on these aids has been
omitted from this chart.

For Symbols and Abbreviations see Chart No. 1

NOTE S
Regulations for Ocean Dumping Sites are
contained in 40 CFR, Parts 220-229. Additional
information concerning the regulations and re-
quirements for use of the sites may be obtained
from the Environmental Protection Agency (EPA).
See U.S. Coast Pilots appendix for addresses of
EPA offices. Dumping subsequent to the survey
dates may have reduced the depths shown.

CABLE AND PIPELINE AREAS
The cable and pipeline areas falling within
the areas of the larger scale charts are shown
thereon and are not repeated on this chart.

FISH TRAP AREAS
Fish trap areas and buoys marking these
areas are not shown on this chart. See large
scale charts.

CAUTION
Mariners are warned to stay clear of the pro-
tective riprap surrounding navigational light
structures shown thus:

Mercator Projection
Scale 1:200,000 at Lat. 38°10'
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

NOTE J
DANGER AREA
Area is open to unrestricted surface navigation but all vessels
are cautioned neither to anchor, dredge, trawl, lay cables,
bottom nor conduct any other similar type of operation because
of residual danger from mines on the bottom.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North
American Datum of 1983 (NAD 83), which for charting
purposes is considered equivalent to the World Geodetic
System of 1984 (WGS 84). Geographic positions referred
to the North American Datum of 1927 do not require
conversion to NAD 83 for plotting on this chart.

NOTE G
CAUTION
The Chesapeake Bay Bridge-Tunnel complex has on
several occasions suffered damage from vessels due to
adverse weather conditions. Currents in excess of three
knots can be expected in the area. Mariners transiting
this area are urged to be particularly alert in regards to
the weather situation. The National Weather Service
provides 24 hour weather broadcasting on 162.55 MHz.
The Local Marine Operator also transmits weather infor-
mation at 0100, 0700, 1300, and 1900 local time on
2538 and 2450 kHz. Transmitting schedules are subject
to change, see Notice to Mariners. Maneuvering in close
proximity of the bridge-tunnel complex is discouraged.

WARNING
The prudent mariner will not rely solely on any single aid
to navigation, particularly on floating aids. See U.S. Coast
Guard Light List and U.S. Coast Pilot for details.

NOTE A
Navigation regulations are published in Chapter 2, U.S.
Coast Pilots 3 & 4. Additions or revisions to Chapter 2 are pub-
lished in the Notice to Mariners. Information concerning the
regulations may be obtained at the Office of the Commander,
5th Coast Guard District in Portsmouth, Virginia or at the
Office of the District Engineer, Corps of Engineers in
Baltimore, Maryland or Norfolk, Virginia.

Refer to charted regulation section numbers.

CAUTION
This chart is not intended for navigating the tributaries
and nearshore waters of the Chesapeake Bay. Many wrecks,
obstructions and aids to navigation have been omitted from
this chart. For detailed information use larger scale charts.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the
National Response Center via 1-800-424-8802 (toll free), or
to the nearest U.S. Coast Guard facility if telephone com-
munication is impossible (33 CFR 153).

NOTE B
Chesapeake Bay Bridge-Tunnel
(Private lights)
Trestles A & B - In each trestle section the fixed navigation
opening for small craft consists of a group of 3 spans. A fixed
green light marks the centerline of each span and fixed red
lights mark outermost bridge support piling on each side of the
openings.

WESTERN SPANS	EASTERN SPANS
HOR CL 70 FT AUTH	HOR CL 70 FT
VERT CL 23 FT	VERT CL 21 FT

North Channel Bridge - A fixed green light marks the mid-
channel. Fixed red obstruction lights mark each pier in Trestles
C and D.

NORTHERN SPAN	SOUTHERN SPAN
HOR CL 300 FT	HOR CL 300 FT
VERT CL 75 FT	VERT CL 75 FT

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140
Under the Clean Water Act, Section 312, all vessels
operating within a No-Discharge Zone (NDZ) are completely
prohibited from discharging any sewage, treated or
untreated, into the waters. All vessels with an installed
marine sanitation device (MSD) that are navigating, moored,
anchored, or docked within a NDZ must have the MSD
disabled to prevent the overboard discharge of sewage
(treated or untreated) or install a holding tank. Regulations
for the NDZ are contained in the U.S. Coast Pilot.
Additional information concerning the regulations and
requirements may be obtained from the Environmental
Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

NOTE F
TRAFFIC SEPARATION SCHEME
The traffic separation scheme is designed to aid in the
prevention of collisions at the approaches to Chesapeake Bay
and does not supersede or alter the applicable Rules of the
Road.

The RECOMMENDED routes for entering and departing
from Chesapeake Bay are overprinted on this chart. The
Northeast Approach is marked by a tinted magenta line
centered on a line of fairway buoys which separates the
courses of inbound and outbound vessels. Vessels should
leave all buoys on their port hand.

It is RECOMMENDED that the following ships use the
Southern Approach deep-water route when bound for
Chesapeake Bay from sea or to sea from Chesapeake Bay:
Deep-draft ships, drafts defined as 42 feet/12.8 meters or
greater in fresh water, and naval aircraft carriers. Ships
drawing less than 42 feet/12.8 meters may use the deep-water
route when, in their master's judgment, the effects of ship
characteristics, its speed, and prevailing environmental
conditions may cause the draft of the ship to equal or exceed
42 feet/12.8 meters.

It is RECOMMENDED that a ship using the deep-water route:
Announce its intention on VHF-FM channel 16 as it approach-
es Chesapeake Bay Southern Approach Lighted Whistle Buoy
"CB" on the south end, or Chesapeake Bay Entrance Lighted
Whistle Buoy "CH", on the north end of the route;
Avoid, as far as practicable, overtaking other ships operating
in the deep-water route;
Keep as near to the outer limit of the route which lies on the
starboard side as is safe and practicable.

All other ships approaching the Chesapeake Bay traffic
separation scheme should use the appropriate inbound or
outbound traffic lane of the traffic separation scheme.

Traffic within the precautionary area may consist of vessels
operating between Thimble Shoal and Chesapeake Channels
and one of the established traffic lanes. Mariners are advised
to exercise extreme care in navigating within this area. The
normal Pilot Boarding Area is outlined by a magenta band.

Additional information can be obtained at nauticalcharts.noaa.gov.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast
Survey, with additional data from the Corps of Engineers, and U.S.
Coast Guard.

SOURCE DIAGRAMS
The entire area of this chart is covered by larger scale charts outlined
below. See larger scale charts for Source Diagrams which outline the limits
of the most recent hydrographic survey information that has been evaluated
for charting.

NOTE D
Tolchester Sector Light A is equipped with a fixed light divided into
sectors as follows:
Light A, red sector - from 001.5° to 046°; white sector - from 046° to
047.5°; red sector - from 047.5° to 087.5°; white sector - from 087.5° to
090.5°; green sector - from 090.5° to 187°; obscured - from 187° to
001.5°.
Tolchester Directional Light is equipped with a fixed white light down
the channel centerline, visible only from 041.5° to 046.5°.

NOTE E
TRAFFIC SEPARATION SCHEME
One-way traffic lanes overprinted on this chart in the vicinity of Smith Point are
RECOMMENDED for all vessels except small craft. They have been designed to aid in
the prevention of collisions but are not intended in any way to supersede or alter the
applicable Rules of the Road. The recommended route is marked by a fairway buoy and
a tinted magenta band which separates the courses of inbound and outbound vessels.
Vessels should leave the buoy on their port hand.

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published
weekly by the National Geospatial-Intelligence Agency and the Local Notice to
Mariners (LNM) issued periodically by each U.S. Coast Guard District to the
dates shown in the lower left hand corner. Chart updates corrected from Notice to
Mariners published after the dates shown in the lower left hand corner are available at
nauticalcharts.noaa.gov.

This nautical chart has been designed to promote safe navigation. The National
Ocean Service encourages users to submit corrections, additions, or comments for
improving this chart to the Chief, Marine Chart Division (N/C52), National Ocean
Service, NOAA, Silver Spring, Maryland 20910-3282.

TIDAL INFORMATION				
PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Betterton, Sassafras River Entrance	(39°22'N/76°04'W)	2.2	1.8	0.2
Baltimore, Ft. Mifflin	(39°16'N/76°35'W)	1.7	1.4	0.2
Chesterdown, Chester River	(39°12'N/76°04'W)	2.7	2.2	0.4
Annapolis, U.S. Naval Academy	(38°59'N/76°29'W)	1.4	1.2	0.2
Washington D.C., Washington Channel	(38°52'N/77°01'W)	3.2	2.9	0.1
Cambridge, Choptank River	(38°34'N/76°04'W)	2.0	1.8	0.2
Worl Trap Light	(37°23'N/76°11'W)	1.8	1.7	0.1
Hampton Roads, Sewells Point	(36°57'N/76°20'W)	2.8	2.5	0.1
Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov . (Apr 2009)				

PRINT-ON-DEMAND CHARTS
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners
and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New
Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent
about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>,
help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or
help@OceanGrafix.com.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

12280

LORAN-C OVERPRINTED

20' 10' 77° 50'

KAPP 2974



UNITED STATES - EAST COAST
MARYLAND AND VIRGINIA

CHESAPEAKE BAY

Mercator Projection
Scale 1:200,000 at Lat. 38°10'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

HEIGHTS
Heights in feet above Mean High Water.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, and U.S. Coast Guard.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

For Symbols and Abbreviations see Chart No. 1

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilots 3 & 4. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 5th Coast Guard District in Portsmouth, Virginia or at the Office of the District Engineer, Corps of Engineers in Baltimore, Maryland or Norfolk, Virginia.

Refer to charted regulation section numbers.

CAUTION

This chart is not intended for navigating the tributaries and nearshore waters of the Chesapeake Bay. Many wrecks, obstructions and aids to navigation have been omitted from this chart. For detailed information use larger scale charts.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

Additional information can be obtained at nauticalcharts.noaa.gov.

LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL
9960.....99,600 Microseconds
STAT ON TYPE DESIGNATORS: (Not individual station letter designators).

M.....Master
W.....Secondary
X.....Secondary
Y.....Secondary
Z.....Secondary

EXAMPLE: 9960-X

RATES ON THIS CHART

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the 1/4 nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the latitudes in inshore waters.

NOTE Z

NO-DISCHARGE ZONE, 40 CFR 140

Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Baltimore, MD	KEC-83	162.400 MHz
Washington, DC	KHB-36	162.550 MHz
(Manassas, VA)		
Heathsville, VA	WXM-57	162.400 MHz
Norfolk, VA	KHB-37	162.550 MHz
Salisbury, MD	KFC-92	162.475 MHz
Sudlersville, MD	WXK-97	162.500 MHz

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

SMALL CRAFT WARNINGS

During the boating season small-craft warnings will be displayed from sunrise to sunset on Maryland Marine Police Cruisers while underway in Maryland waters of the Chesapeake Bay and tributaries.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) ◌ (Approximate location)

AIDS TO NAVIGATION

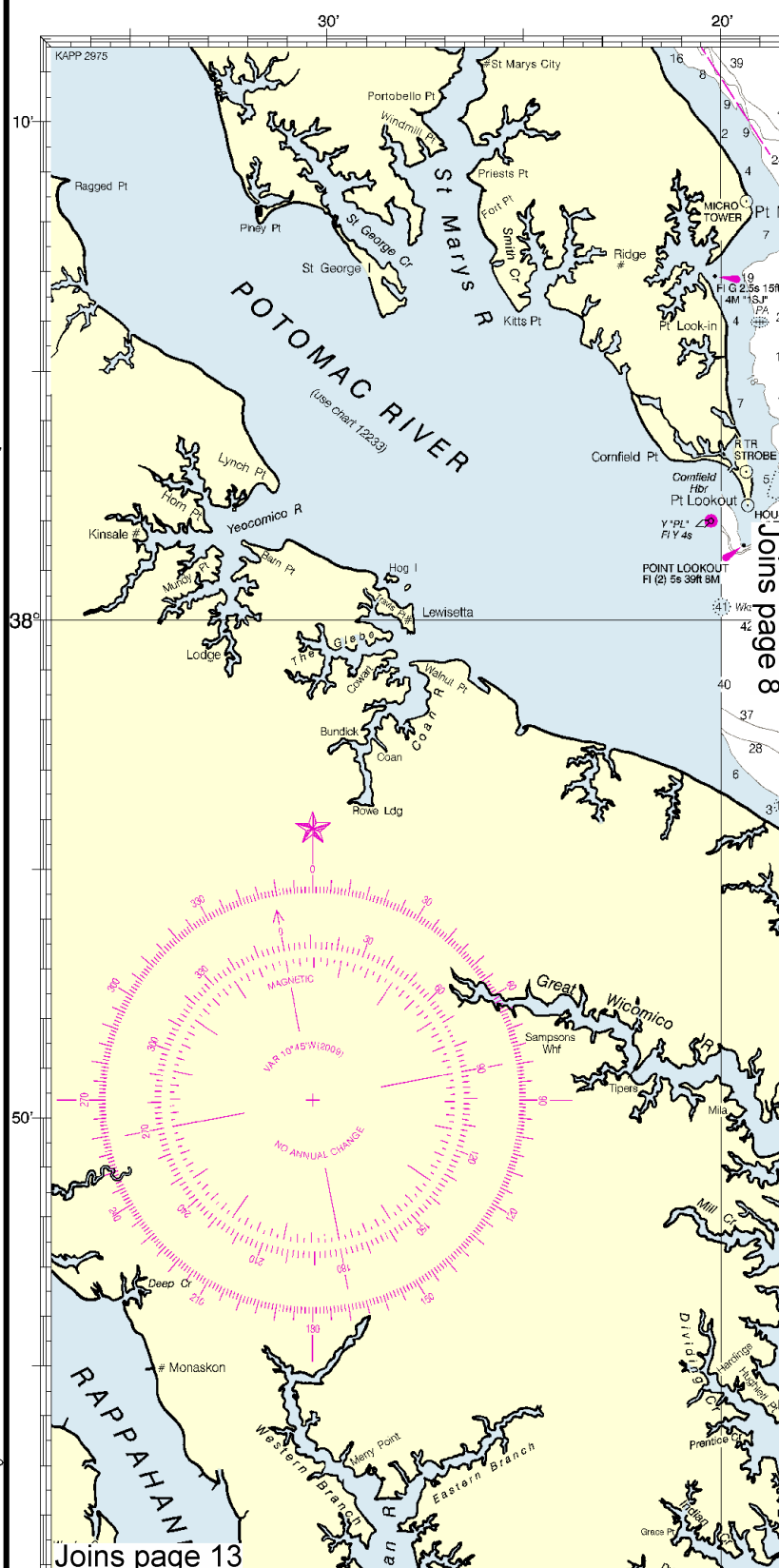
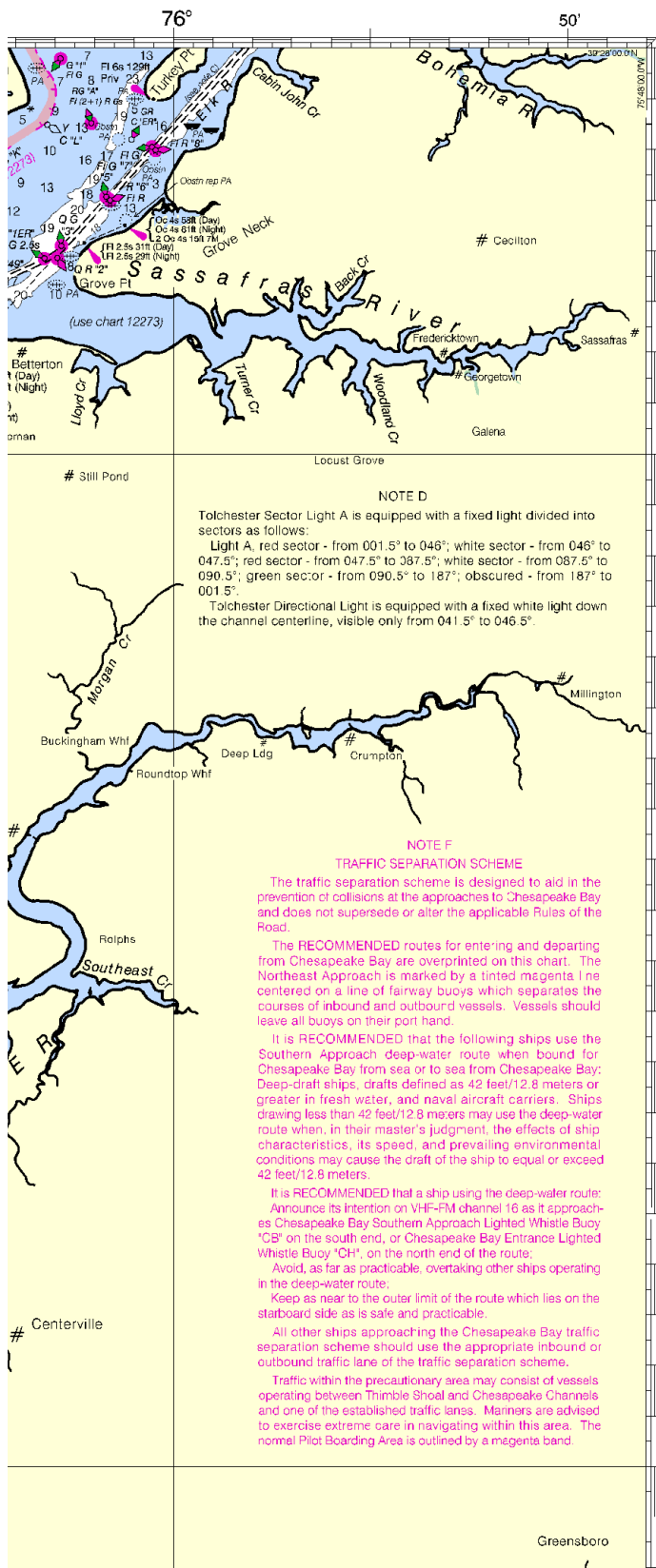
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4

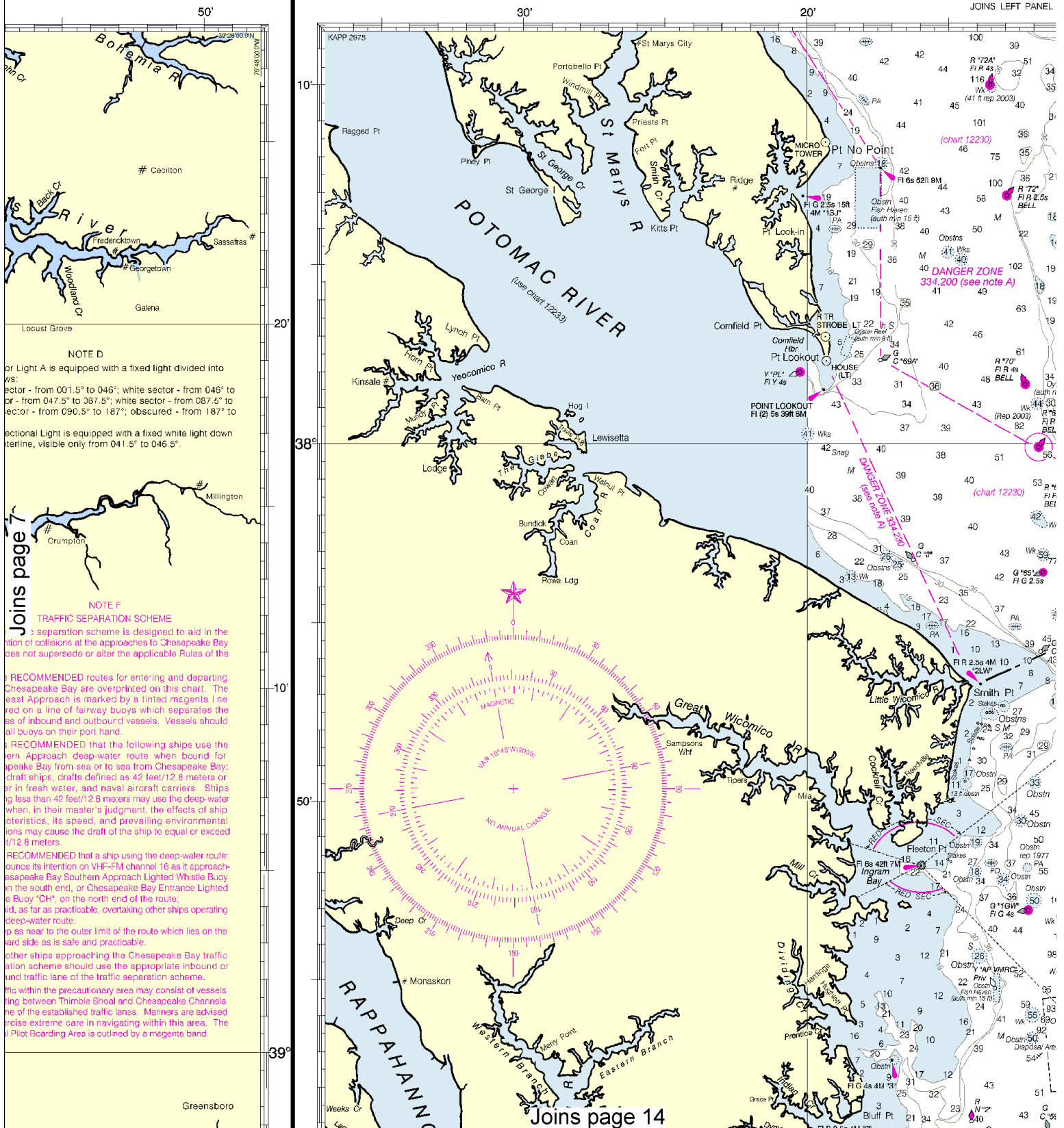




SOUNDINGS IN FEET



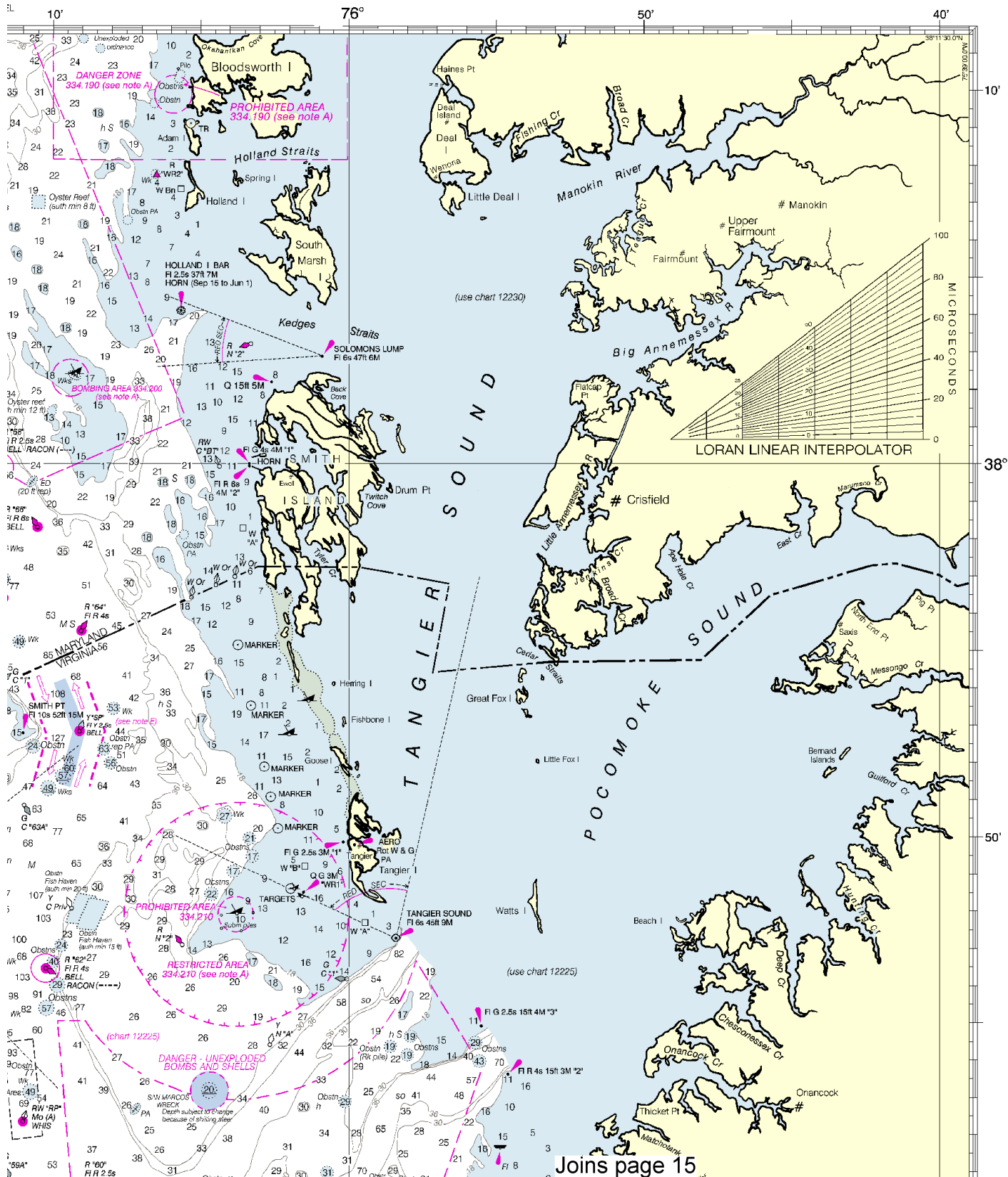
SOUNDINGS IN FEET



NOTE E

TRAFFIC SEPARATION SCHEME

One-way traffic lanes overprinted on this chart in the vicinity of Smith Point are RECOMMENDED for all vessels except small craft. They have been designed to aid in the prevention of collisions but are not intended in any way to supersede or alter the applicable Rules of the Road. The recommended route is marked by a fairway buoy and a tinted magenta band which separates the courses of inbound and outbound vessels. Vessels should leave the buoy on their port hand.



warnings will be displayed from sunrise to sunset on Maryland Marine Police Cruisers while underway in Maryland waters of the Chesapeake Bay and tributaries.

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Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) ○ (Approximate location)

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilots 3 & 4 for important supplemental information.

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

Additional information can be obtained at nauticalcharts.noaa.gov.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

PLACE	NAME	(LAT/LONG)	Height referred to datum of soundings (MLLW)		
			Mean Higher High Water	Mean High Water	Mean Low Water
			feet	feet	feet
Betterton, Sassafras River Entrance		(39°22'N/76°04'W)	2.2	1.8	0.2
Baltimore, Ft. McHenry		(39°16'N/76°35'W)	1.7	1.4	0.2
Chesapeake, Chester River		(39°12'N/76°04'W)	2.7	2.2	0.4
Annapolis, U.S. Naval Academy		(38°59'N/76°29'W)	1.4	1.2	0.2
Washington D.C., Washington Channel		(38°52'N/77°01'W)	3.2	2.9	0.1
Cambridge, Choptank River		(38°34'N/76°04'W)	2.0	1.8	0.2
Wolf Trap Light		(37°23'N/76°11'W)	1.8	1.7	0.1
Hampton Roads, Sewells Point		(36°57'N/76°20'W)	2.8	2.5	0.1

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov> (Apr 2009).

WASHINGTON, D.C.

Anacostia

Giesboro Pt

Marbury Pt

ALEXANDRIA

Fox Ferry

Rosier Bluff

Broad Cr

Riverview

Sheldon Pt

Marshall Hall

Placaraway Cr

Willestone Pt

Mt Vernon

Bryan Pt

Marshall Hall

Marshall Hall

Marshall Hall

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FISH TRAP AREAS

Fish trap areas and buoys marking these areas are not shown on this chart. See large scale charts.

CABLE AND PIPELINE AREAS

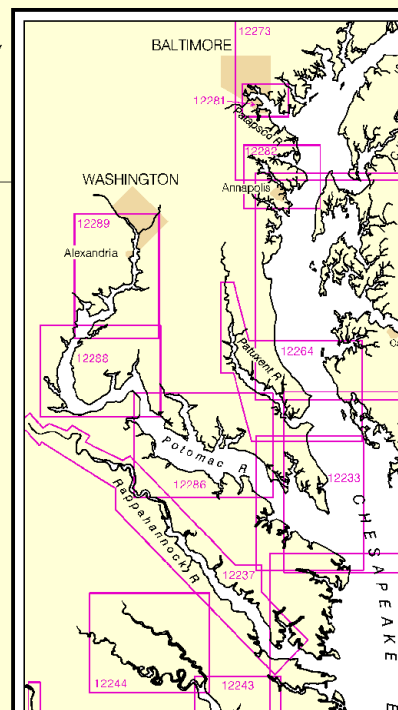
The cable and pipeline areas falling within the areas of the larger scale charts are shown thereon and are not repeated on this chart.

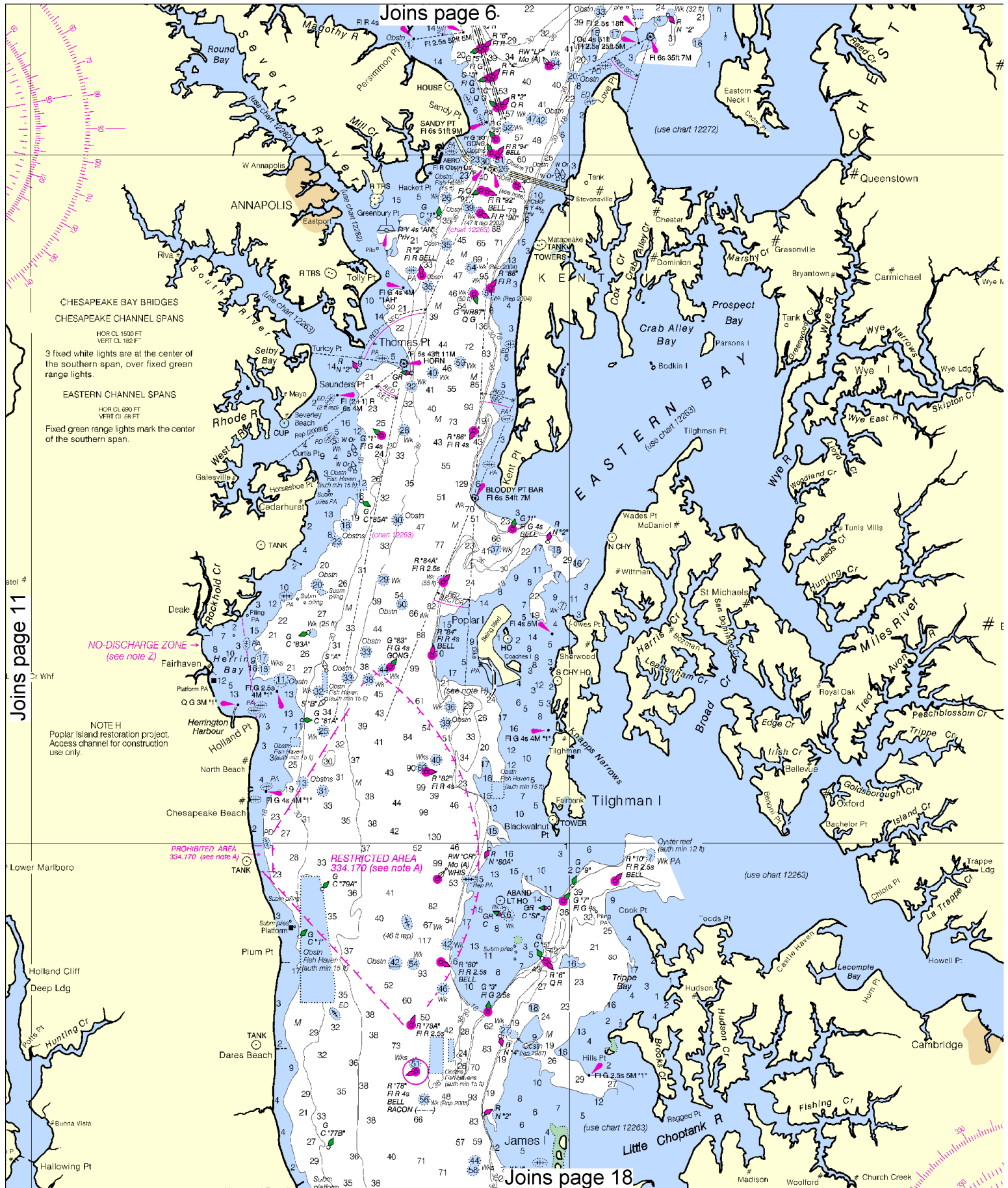
CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus: 

SOURCE DIAGRAMS

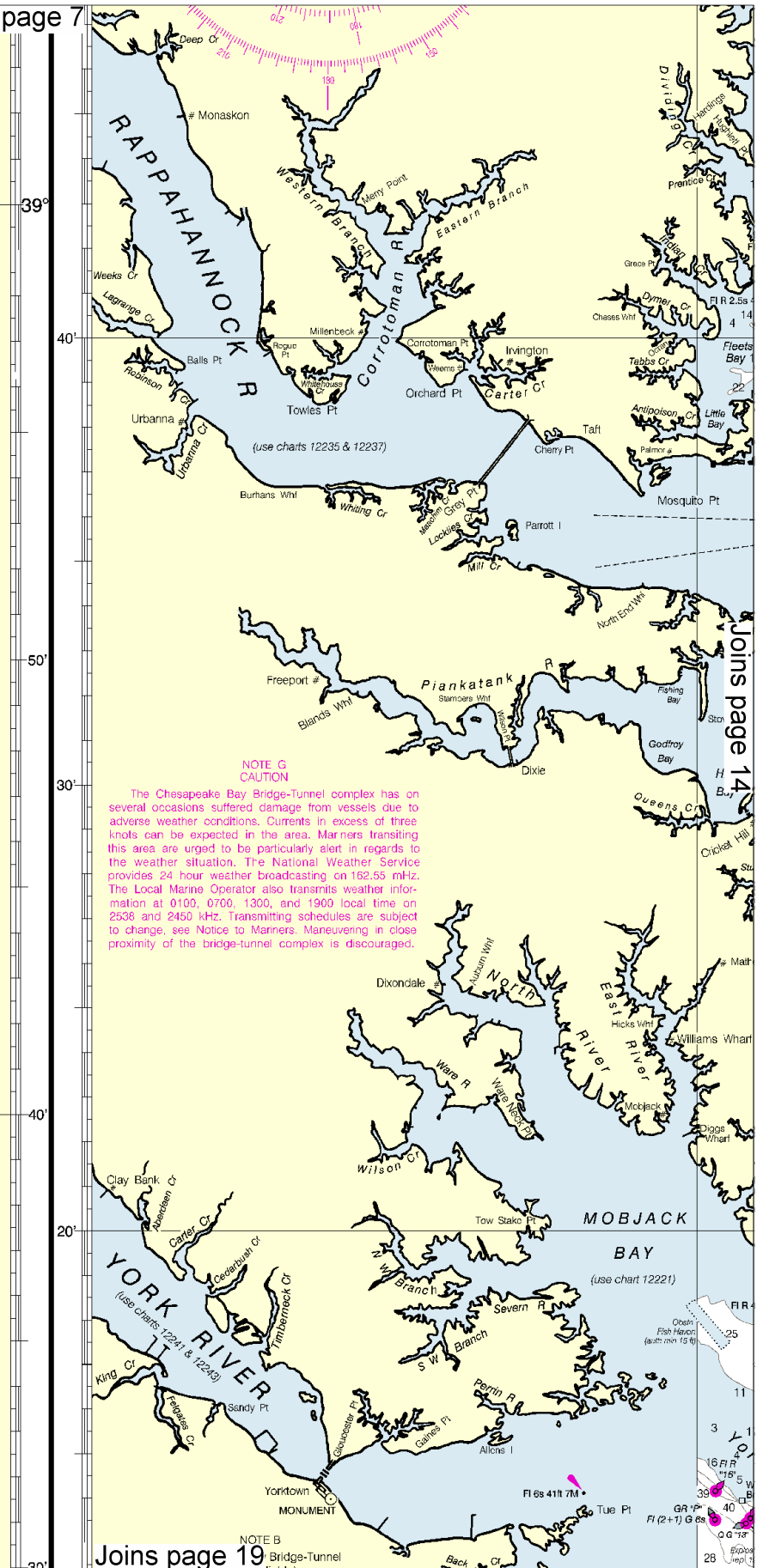
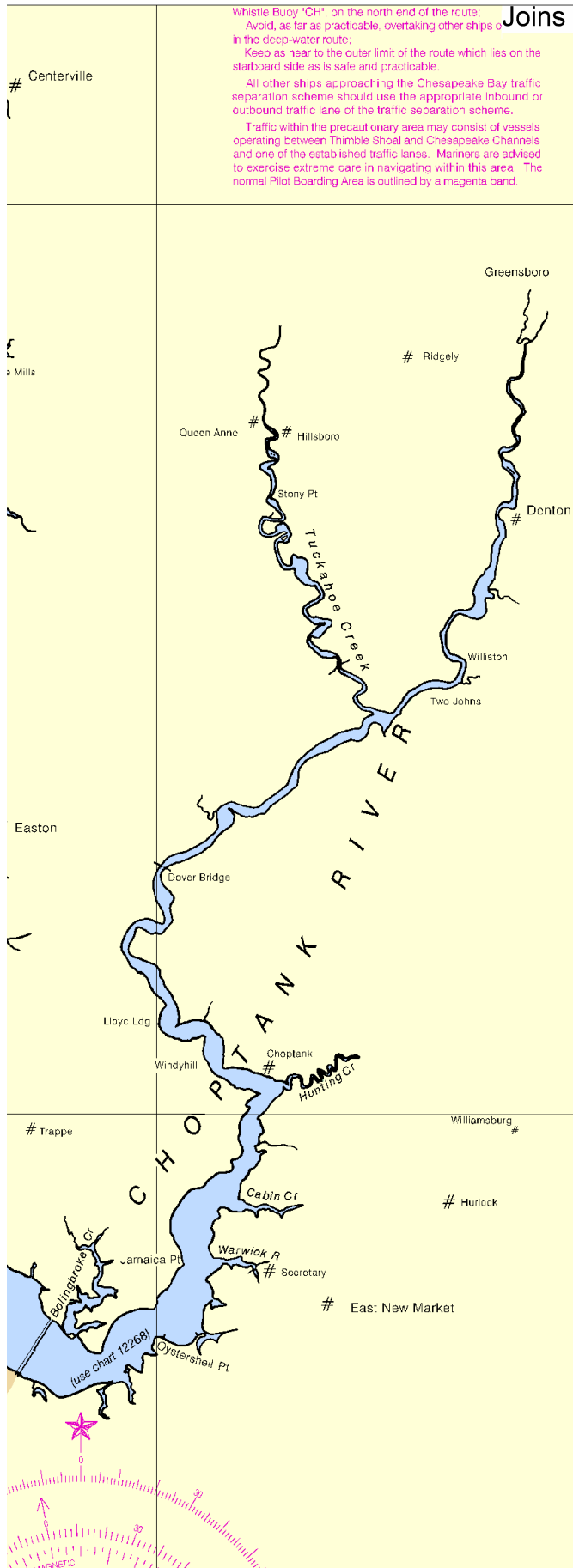
The entire area of this chart is covered by larger scale charts below. See larger scale charts for Source Diagrams which show the most recent hydrographic survey information that has been used for charting.



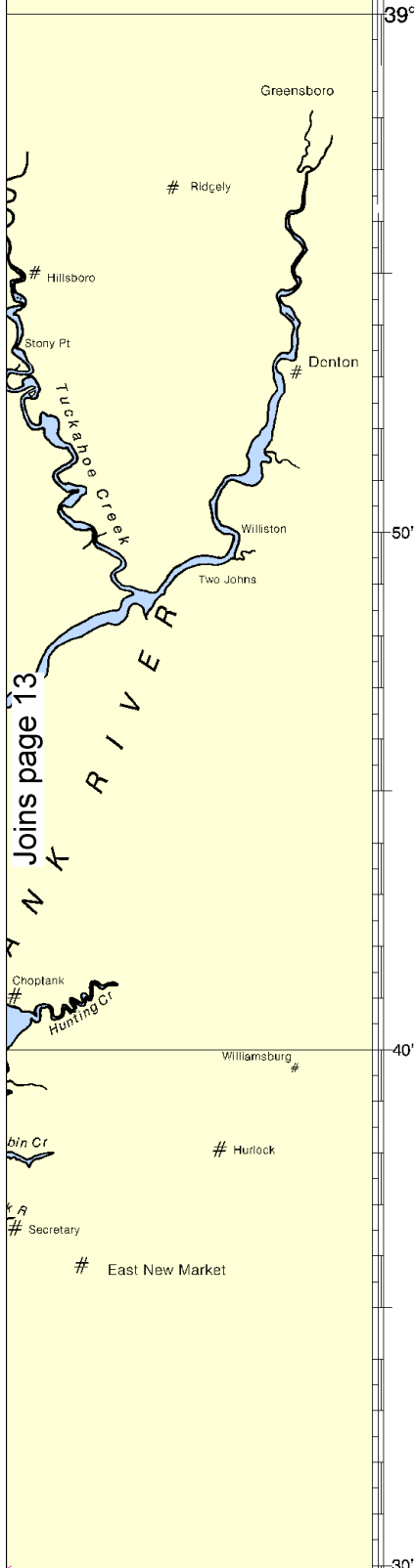


Joins page 7

Traffic within the precautionary area may consist of vessels operating between Thimble Shoal and Chesapeake Channels and one of the established traffic lanes. Mariners are advised to exercise extreme care in navigating within this area. The normal Pilot Boarding Area is outlined by a magenta band.



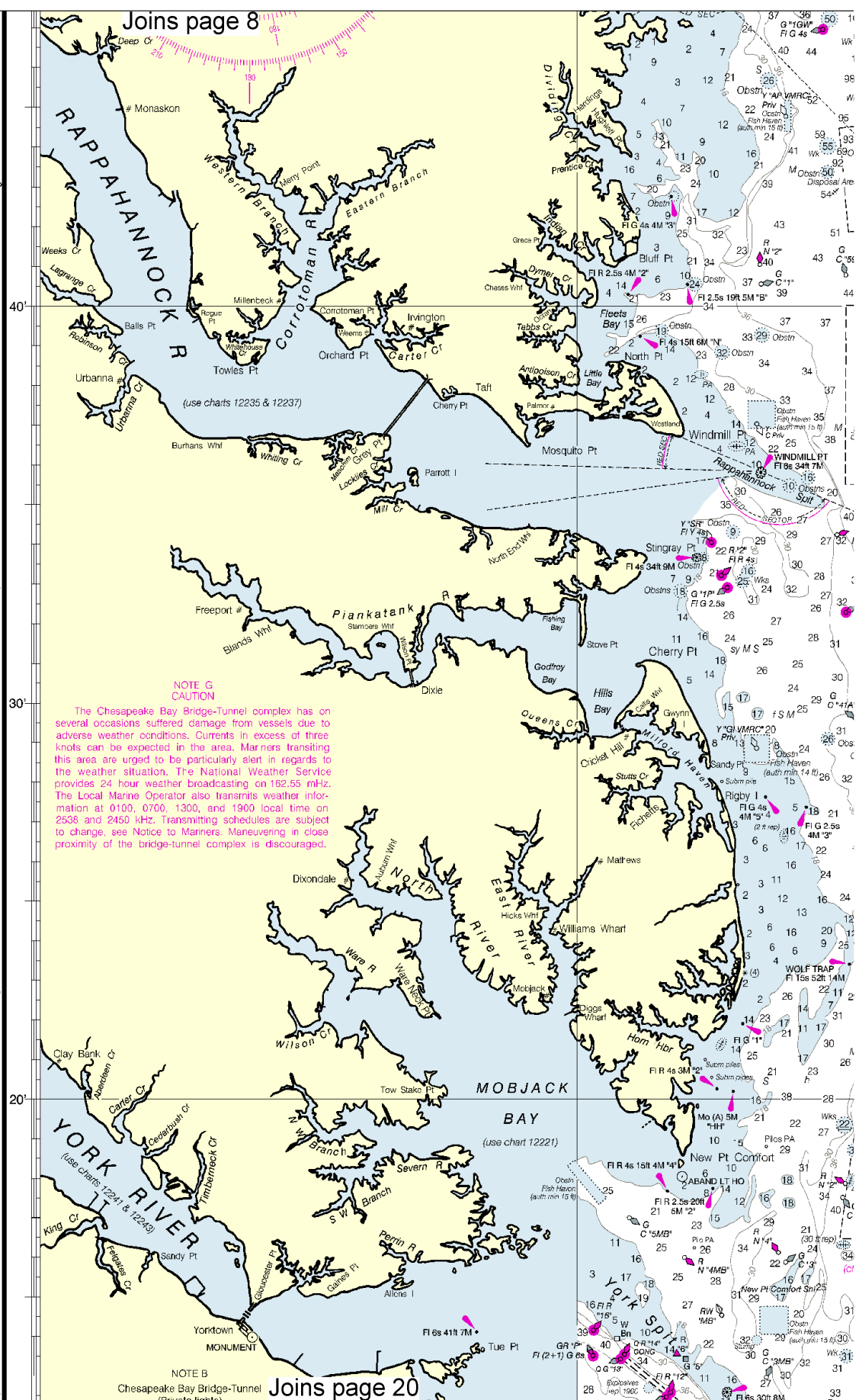
the Buoy "CH", on the north end of the route; and, as far as practicable, overtaking other ships operating deep-water route; as near to the outer limit of the route which lies on the hard side as is safe and practicable. Other ships approaching the Chesapeake Bay traffic separation scheme should use the appropriate inbound or outbound traffic lane of the traffic separation scheme. The precautionary area may consist of vessels transiting between Thimble Shoal and Chesapeake Channels and the established traffic lanes. Mariners are advised to exercise extreme care in navigating within this area. The Pilot Boarding Area is outlined by a magenta band.



Joins page 13

East New Market

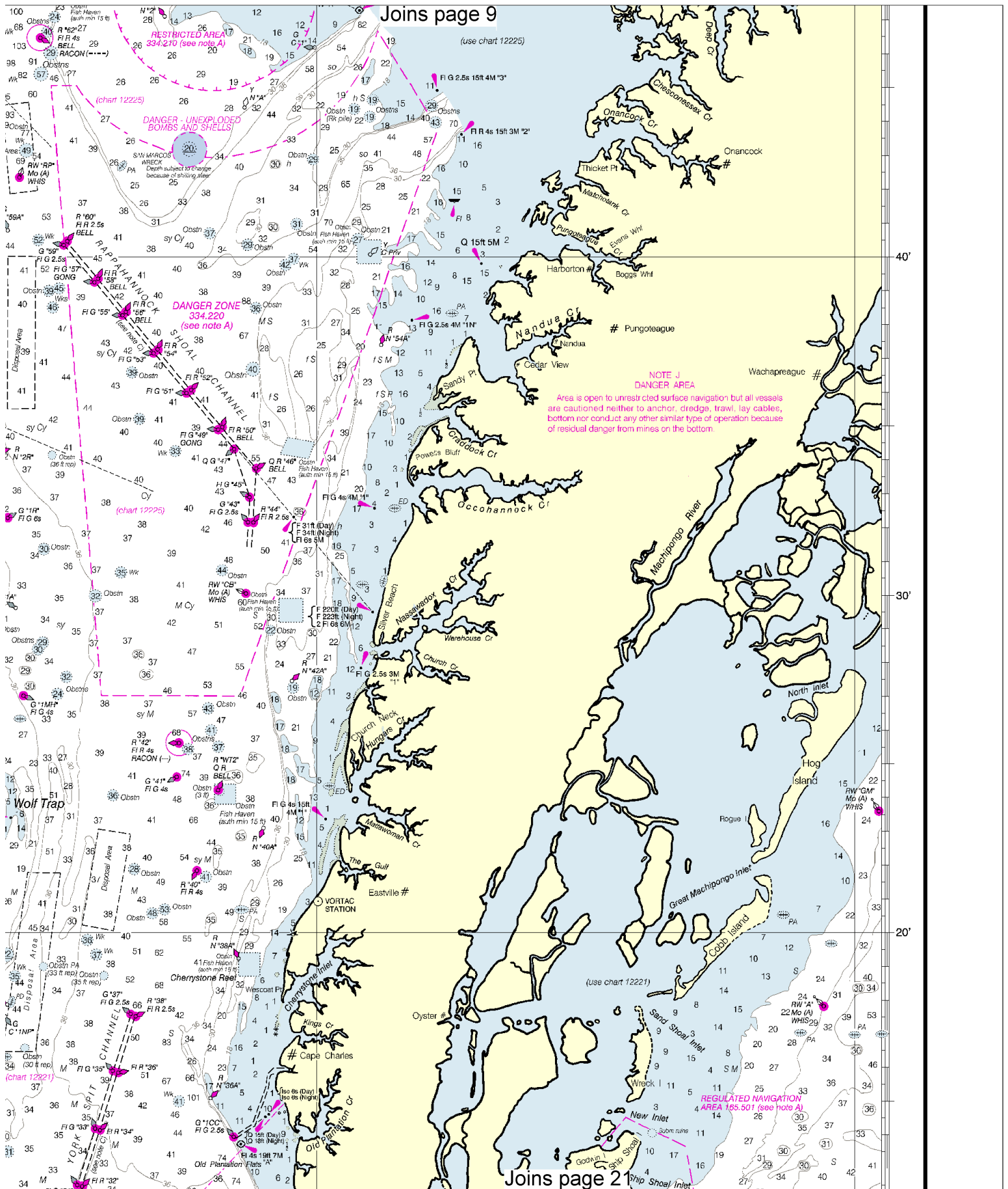
Joins page 8



NOTE G CAUTION
The Chesapeake Bay Bridge-Tunnel complex has on several occasions suffered damage from vessels due to adverse weather conditions. Currents in excess of three knots can be expected in the area. Mariners transiting this area are urged to be particularly alert in regards to the weather situation. The National Weather Service provides 24 hour weather broadcasting on 162.55 MHz. The Local Marine Operator also transmits weather information at 0100, 0700, 1300, and 1900 local time on 2538 and 2450 kHz. Transmitting schedules are subject to change, see Notice to Mariners. Maneuvering in close proximity of the bridge-tunnel complex is discouraged.

Chesapeake Bay Bridge-Tunnel (Private boats) Joins page 20

NOTE B



Joins page 10



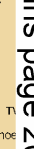
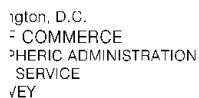
9th Ed., Jun. / 09 ■ Corrected through NM Jun. 13/09
Corrected through LNM Jun. 9/09

12280
LORAN-C OVERPRINTED

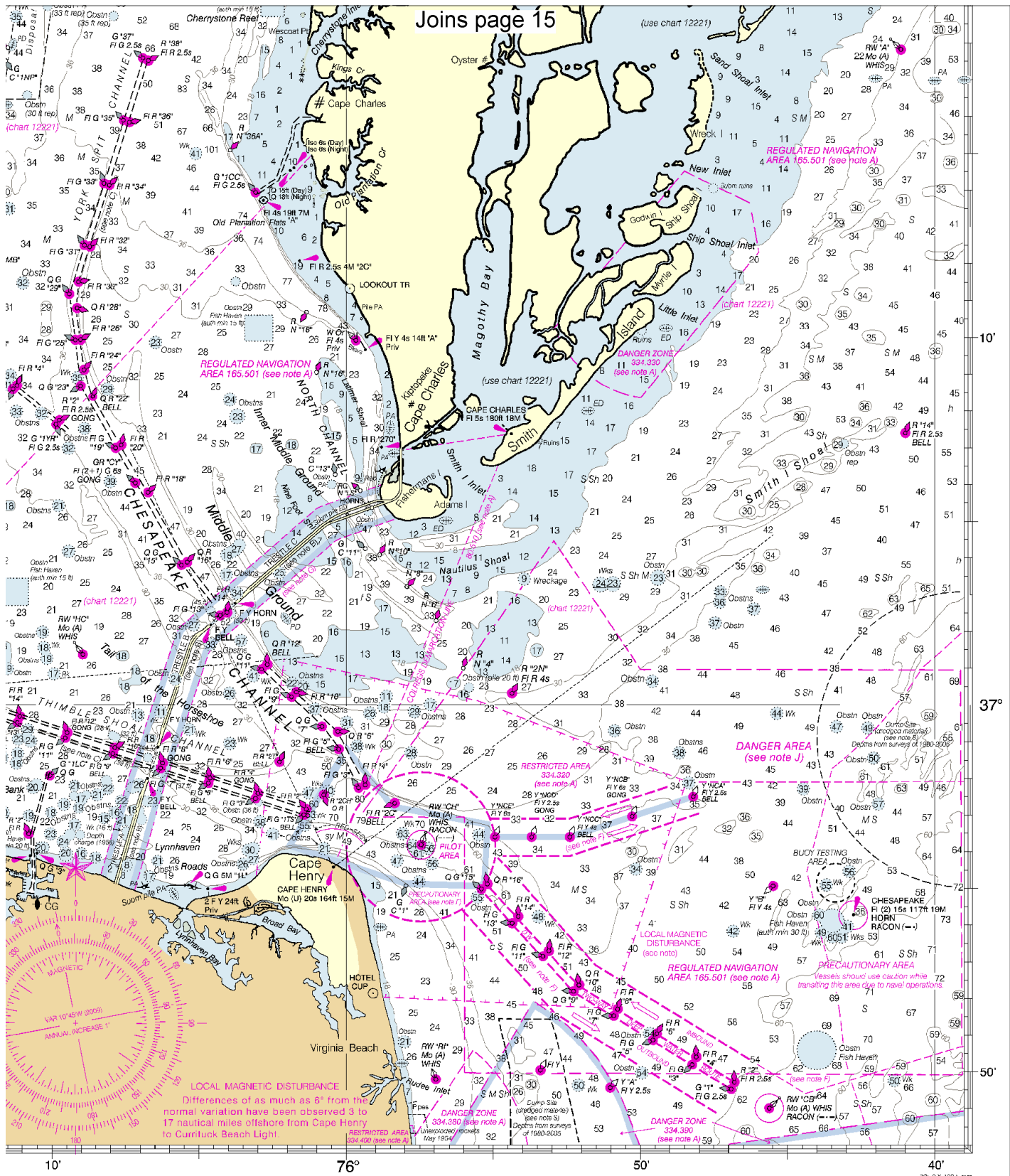
CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

SOUNDINGS IN FEET



Joins page 15



FATHOMS	1	2		4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Chesapeake Bay
SOUNDINGS IN FEET - SCALE 1:200,000

12280
LORAN-C OVERPRINTED

UNJN 704201400000
NGA REFERENCE NO. 12ACO12280

21

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Intership safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22 – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78 – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Search & Rescue – 800-418-7314/410-576-2525

Coast Guard Annapolis – 410-267-8108

Coast Guard Crisfield – 410-968-0323

Coast Guard Milford Haven – 804-725-2152/3732

Maryland Natural Resources Police – 410-260-8888

Virginia Marine Police - 800-541-4646

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S., including the Great Lakes, producing over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Electronic Navigational Charts® (ENCs) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at: www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (RNCs) – RNCs are georeferenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at: www.NauticalCharts.NOAA.gov.

Official BookletCharts™ – BookletCharts™ are reduced scale NOAA charts printed in page-sized pieces. The "home edition" can be downloaded from NOAA for free and printed. The "professional edition", containing additional boating, safety, and educational edition is available for NOAA chart agents or over the Internet.

Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from official NOAA chart agents or downloaded for free at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated each week by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print on Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Chart No. 1, Nautical Chart Symbols – This reference publication depicts basic chart elements and explains nautical chart symbols and abbreviations. Download it for free at: www.NauticalCharts.NOAA.gov.

Coast Survey Navigation Managers – These ambassadors to the maritime community maintain a regional presence for NOAA and help identify the challenges facing marine transportation and boating. They are listed at <http://nauticalcharts.noaa.gov/nsd/rep.htm>.

Internet sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.



NOAA, the Nation's Chartmaker